App. F. IX-4

1927-8

File No. 4/27

Previous References (PP

Serial Nos. 1 to 12

Later References
P.P. 4-27-13 & 16
" 126-30-1,2.
P.P. 90-31-14 & 4
P.P. 89-31-14

P. 75

General and Revenue Secretariat.

Serial Nos. 1 to 12

Part B for January 1928

SUBJECT

Possible landing ground sites in connection with Civil Aviation

---

To The Secretary to the President in Mysore

Ref to 3334 dy 17/1/28

Thanks that there are three possible sites in the Civil Station Dt. etc.

WD 01229—GPB—37,500—1-9-26
App. F. III—2]

General and Revenue Secretariat

CB File No. 4 7 of 1927-8

Serial No.	
	Letter No- C 5297/917 dated 29th June 1927 from the Secretary to the Resident forwards an explanatory note on possible landing ground sites in the Indian States in connection with Civil Aviation and requests that as much of the information as is possible may be collected & forwarded at an early date.
	Subd. — The places in the State mentioned in the list are (1) Sria (Tiruchirapalli Distt) or (2) Arangod (Palghat, Malabar Distt) or (3) Harihar Do.
	The sites of Tiruchirapalli and Arangod could be addressed, if approved
	Gl Secy. Yes - Also Ch. Engr 9/7 RR 4/7. MG 8/7
	Gl Subd D 6.7.27 Issued 9/7
2	Memo No-401-3 Dt 11th July 1927 to the Chief Engr and Dy Comrs of Tiruchirapalli & Malabar Distts — Forwards copy of Resdy letter with copies of enclosures for information

NOTE—Contn. Sheet

WD 01229—GPB —37,500—1-9-26

App. F. III—2]

General and Revenue Secretariat

P.P File No. 4 of 1927-8

Serial No.	
	to furnish information in regard to possible sites
	Dft to Residency Authy.
	Dy 12.7.27 for perusal before coming
	Gen. Secy) 12/7
	a/s d.
	A/ Has any been made by the E.E?
	Issued Dy 14/7.
	A/ Dy. 12/7
3	To The Secy to the Resident No. P.C. 51 M 13/7/27 Returning the enclosed 5 I and Stating that the information req^d is being collected.
4	From The Dy Comm^r, Chittaldrug. No. A-1-G. R. 692/27 M 7/9/27 Stating that there are three possible sites in this Dt furnishing reports & plans regarding those places. Sub^d Replies from the D.C Tumkur & the Chief Engr awaited.
	Dy 14/9 Reminder sent 25th

NOTE—Contn. Sheet

General and Revenue Secretariat. P.P File No. 4 of 1927 1372 1262

Serial No.	
5	From The Chief Engr. of Mysore No 490 dt 16/9/27 Forwarding report relating to Sites in the Chitaldrug Dist. and stating that the reports re Sites in the Tumkur Dist. will follow- Subd Tumkur report may be awaited. 2/Jan/1914 MGR 28/9/19
6	From The Dy Comr, Tumkur Dist. No L. Dis 8. 126. 27 dt 21/9/27 Forwarding a report regarding the Sites in the Tumkur Dist.
7	From The Chief Engineer No 2717 dt 24/9/27 Forwarding Copies of reports from the Executive Engineer, Tumkur Division regarding

NOTE—Contn. sheet

General and Revenue Secretariat. P. P. File No. 4 of 1927

Serial No.

Suitable landing sites for Civil Aviation in the Tinnevelly Dist.

8 From

The Chief Engineer

Lr. No. 4 dt. 29-9-27

forwarding a copy of a letter from the Executive Engineer, Tinnevelly Division, furnishing certain additional information.

Sd. with 2 drafts.

2/6/12

Issued 6/12

9 To

The Chief Engineer

Lr. No. 3317 dt. 6/12/27

Requesting that 4 copies of each of the maps of landing grounds in connection with Civil Aviation may be forwarded at once.

10 To

The Secy. to the Resident

Lr. No. Pol. 662 dt. 6/12/27

Stating that the information required

NOTE—Contn. sheet.

WD 0324—GPB—60,000—24-5-27

4476

App. F. III—2]

General and Revenue Secretariat. File No. 4 of 1927 2376

Serial No.	
	is being collected that a final reply will be sent shortly.
Secy 11	From The Chief Engineer No 0 1634 M 9/12/27 forwarding 4 Copies of each of the Maps ref to in Sl q. Sld with a draft to the Residency.
	D/ 23/12
	28/12
	Genl Secy RB 30/11 M 2/1
12	To The Secy to the Resident No Pol 774 M 6/1/28 furnishing particulars of possible landing ground sites for Civil Aviation with copies of Maps.
	RB

NOTE—Contn. sheet.

WD 0824 -GPB-60,000-24-5-27

CONFIDENTIAL. No. C/5297/917.

CB. 7.

pp4-2)-1.

From,

Major K.A.G. Evans-Gordon,
Secretary to the Resident in Mysore.

To,

The Chief Secretary to the Government of Mysore,
B a n g a l o r e.

Dated the 29th June 1927.

Possible Landing Ground sites in the Indian States in connection with Civil Aviation.

Sir,

I am directed to state that as Civil Aviation is likely to develop with considerable rapidity, the Government of India are anxious to collect with as little delay as practicable, preliminary intelligence with regard to possible sites for Landing Grounds.

I accordingly forward an explanatory note and the annexures attached thereto, (in original, return requested) and ask that as much of the information as is possible may be collected and forwarded to me at as early a date as possible.

It is also requested that four extra copies of any maps, prints and reports may be supplied.

I have the honour to be,
Sir,
Your obedient servant,

K Evans-Gordon
Major
SECRETARY TO THE RESIDENT.

Confidential

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

Residency letter No C.5297 - 917 dated 29th June 1927 regarding landing ground possible sites in the Indian States in connection with Civil Aviation.

[Here type letter]

401-3 Emt / PP4-27-2 DJ 11/7/27

Genl & Rev Secy Bombay

Copy of the above along with its enclosure is forwarded with compliments to the Chief Engr & Supdt and the Dy Comrs of Dumka & Santal Parganas districts, with the request that the inform required in regard to possible sites within the State may be furnished as early as possible. DSO

Genl Secy to Govt

WD 2230—GPB—1,00,000—23-7-20

Confidential letter No. C/5297/917 dated the 29th June 1927 from the Secretary to the Resident in Mysore to the Chief Secretary to the Government of Mysore.

POSSIBLE LANDING GROUND SITES IN THE INDIAN STATES IN CONNECTION WITH CIVIL AVIATION.

I am directed to state that as Civil Aviation is likely to develop with considerable rapidity, the Government of India are anxious to collect with as little delay as practicable, preliminary intelligence with regard to possible sites for Landing Grounds.

I accordingly forward an explanatory note and the annexures attached thereto, (in original, return requested) and ask that as much of the information as is possible may be collected and forwarded to me at as early a date as possible.

It is also requested that four extra copies of any maps, prints and reports may be supplied.

CONFIDENTIAL

No. 601-3/R.P.4-27-2 Encl.

General and Revenue Secretariat,
Dated Bangalore the 11th July 1927

Copy of the above, along with its enclosure, is forwarded with compliments to the Chief Engineer in Mysore and the Deputy Commissioners of Tumkur and Chitaldrug Districts with the request that the information required in regard to possible sites within the State may be furnished as early as possible.

By Order,

H C Sankaran

For General Secretary to Govt.

c.n.

EXPLANATORY NOTE.

1. Most of the landing grounds in India are military grounds (R.A.F.). They are sited to a large extent either in, or close to military centres. As a result there are a considerable number of landing-grounds in Northern India, but in Central Southern and Eastern India grounds are few and far between. Some Military landing grounds will be available for civil aviation, others will not. It appears certain that as civil aviation develops, a considerable number of landing grounds will have to be taken up. We can only expect to do this economically if we have a sound intelligence record of all possible sites for landing grounds in the neighbourhood of various towns etc., which we consider likely to become stages on future air-routes. A site for a landing ground may often be obtained on one of the many camping grounds set aside for marching troops. Many of these are already Government property. A large number of these grounds are being given up by the Army and it is important that we should earmark any that we may require as landing grounds before they are finally abandoned. The intelligence record is therefore an urgent matter.

2. Although the final approval of a landing ground must be carried out by an officer with considerable flying experience, it is extremely difficult for a pilot to pick out the best ground during a short stay in a strange district. His report must necessarily be affected by the weather conditions during the priod of his stay, and his knowledge of soils, slopes and drainage is usually small. Provided that he thoroughly understands what is required, the local Civil or the local P.W.D. officer can render the best preliminary report on a site, as he is acquainted with its condition all the year round. If, therefore, we could obtain the help of the local political, Civil and P.W.D. authorities, to provide the preliminary reports we can eliminate a large number of unsatisfactory sites and obtain the basis of our intelligence record. Later as information is received, we can earmark more closely the grounds we want,

and send a flying officer on tour to confirm their practicability from a flying point of view. In the hope we may obtain this assistance, I have prepared all the information likely to be required by local officers in the attached annexures.

Annexure 1. shows the neighbourhoods in which a site is wanted, together with the information we possess regarding local camping sites.

Annexure II. gives in detail the requirements of a landing ground

Annexure III. gives the form of report which, it is requested, the local officer will fill up to the best of his ability.

3. It is not intended that the choice of a site in the neighbourhoods mentioned should be confined to the camp sites indicated in Annexure 1. Any suitable site in the neighbourhood should be reported on. A camp site is often the most economical. It should be remembered, however, that a Landing ground should either be close to a railway station or connected to a railway station by a good metalled road so that petrol spares and other supplies may be forwarded easily and quickly to the ground. Again if a site can be found near a large town it will be valuable both for ~~xixxixx~~ civil aviation and for the trade of the town. It is generally immaterial from the aerial point of view whether the site eventually chosen is close to or within 20 miles of the neighbourhood indicated. Other choices being equal the most economical sites in order of priority are

(1) Camping ground if Government property.
(2) Other Government land.
(3) Waste land.
(4) Grazing land. (it is often possible to take a grazing area without grazing or aviation interfering with each other)
(5) Cheap cultivated land.
(6) Expensive cultivated land.

Black cotton ~~xxixx~~ soil and badly drained areas must be avoided, as the site selected should be fit for use all the year round.

ANNEXURE I.

POSSIBLE SITES FOR LANDING GROUNDS.

AIR ROUTE.	STAGE	POSSIBLE SITES	INFORMATION REGARDING SITE.	AUTHORITY FOR REPORT.
Karachi Bombay.	2	Bhuj.	Camp site non-demarcated, ample room available, railway station, metalled roads residence Rao of Cutch, who might be willing to grant site.	Political Agent, Bhuj.
		or Anjar	Camp site near old cantonment site, size unknown, railway station, metalled road.	-do-
	3	Rajkot.	Camp site, no information railway station, metalled road possible site for landing ground in old cantonment; soil neighbourhood black cotton which may make this site useless; believed that old landing ground exists ?	Political Agent in Kathiawar at Rajkot.
		or Morvi.	Camp site, no information railway station. Believed Rajah has a Handley-Page machine.	-do-
		or Kuwwa.	Camp site demarcated 210 x 240 yds. west of village, too small unless extensible; metalled road norailway station.	-do-
	4.	Sachin	Camp site 450 yards west of Nawab's Palace 175 x 125 yds possible extension north 250 x 150 yards, gravel soil.	Political Agent, Sachin.
Patna-Imphal.	5.	Imphal.	Camp site on parade, polo, foot ball grounds, or on edges of rice cultivation near forests, probable -- several L.G.sites railway 134 miles away (Dimapur Station) by good metalled road.	Political Agent, Manipur.
Bibrugarh-Imphal.	2.	Dimapur.	Camp site right bank Dhansiri River, flat extensive, railway station, metalled road.	Political Agent, Naga Hills, Kohima.
Calcutta Bombay.	2.	Gayan.	Camp site south of village extensive nearest railway station not known, road bad.	Political Agent Orissa Feudatory States, Sambalpur.
Madras-Calcutta.	6.	Nuapatna.	Camp sites, waste land extensive near bungalows, 4½ miles from Cuttack, soil unknown, nearest railway station, Cuttack, metalled road.	Political Agent Orissa Feudator states, Sambalpur.

AIR ROUTE.	STAGE	POSSIBLE SITES.	INFORMATION REGARDING SITE.	AUTHORITY FOR REPORT.
		or Dhenkanal	Camp site 775,000 sq.yds.partly in mango gardens, partly waste land, soil unknown, nearest railway station Cuttack 24½ miles metalled road, Head Qrs. of Raja of Dhenkanal (telegraph office)	Political Agent, Orissa Feudatory states, Sambalpur.
Alternative Calcutta Bombay Section.				
Nagpur-Bombay.	8	Jalna	Camp site on old race course, high unlimited area ? black cotton ? Hyderabad state land, Railway junction, 1st class road.	First Asstt. Resident Hyderabad.
Sholapur Bellary.	1	Tangadi	Camp site North of village, size unknown ? black cotton soil, nearest railway station unknown, Road mohrum metalled.	-do-
Mhow-Neemuch-Nasiriabad.	1	Mandsaur.	Camp site 600 x 400 yds. west of road, good surface, demarcated property of Gwalior State, 36 m, from Meemuch, 132 from Mhow Railway station, metalled road.	Resident Gwalior.
Jhansi Mhow.	1	Goona.	Camp site 1350x 850 yds. demarcated, on black cotton soil, near hospital and police station, railway station, old cantonment, metalled road.	-do-
		or Parbati River.	Camp site, 1535 x 935 yds.west of road near village demarcated nearest railway station Rotihai 14 miles, metalled road.	-do-
		or Binagaon.	Camp site 1200 x 1200 yds. East of road, demarcated ? Soil; nearest railway station Rotihai 28 miles metalled road.	-do-
Jubbalpore Allahabad.	1	Rewah.	Camp site, size unknown, demarcated. State Darbar has asked to supply ground for civil aviation nearest railway station Sutna, 31 miles metalled road. This ground is also required to control area to the south, not covered by another ground.	Political Agent Baghelkund at Sutna.
Madras-Bangalore-Hubli-Poona.	3	Sira	Camp site 55 acres, North-West of town soil unknown nearest railway station Tumkur 32 miles, road metalled.	First Assistant Resident, Mysore.
		or Anagod.	Camp site, 64 acres, soil unknown South of village, nearest railway station probably Harihar 19 miles metalled road.	-do-

AIR ROUTE.	STAGE.	POSSIBLE SITES.	INFORMATION REGARDING SITE.	AUTHORITY FOR REPORT.
		or Harihar.	Camp site, 3/4 sq. miles North of village, soil unknown, railway station, metalled road.	First Assistant Resident Mysore.
Jhansi-Jubbalpore.	1	Matagaon.	Camp site 229,400 sq. yds., large enough for landing ground, if otherwise suitable site demarcated, West of road, nearest railway station unknown ? Harpalpur 34 miles, metalled road.	Political Agent, Bundelkhand Nowgong.
Jhansi-Allahabad.	1	Banda	Camp site 2 miles from city near C. of England Church, size and soil unknown, railway station, metalled road.	-do-
		or Piprenda.	Camp site extensive, south of village, size and soil unknown, nearest railway station Banda 11 miles, metalled road.	-do-

ANNEXURE II.

SELECTION OF LANDING GROUNDS.

In selcting a landing ground attention should be paid to the following points:-

(a) Dimensions and shape.

(b) Surface, slope and drainage.

(c) Air appreaches and general surroundings.

(d) Communications.

(e) Water supply and camping facilities.

(f) Reports.

(a) Dimensions and shape.

Irregular shaped landing grounds, even when well marked are confusing to a pilot. The best shape is a square or rectangle. The normal minimum dimensions of a permanent ground are 500 yards. in any direction. If the ground is at an altitude above sea level of over 3,000 feet minimum dimensions are 600 yards, and if over 6,000 feet they should be 700 yards. If the air approaches are bad the above dimensions should be increased according to sub-para (c) below. If a rectangular ground is impracticable a L or T shaped ground may be chosen with arms of the above dimensions in length and normally not less than 250 yards in width. If a temporary ground has to be chosen for which the above dimensions cannot be obtained the largest dimension must be in the direction of the prevailing wind and the clearing of all air approaches should be specially arranged.

(b) Surface, slope and drainage.

The surface of a landing ground should be free from furrows, ditches, humps, stones and any sudden change in degree of hardness of the soil. Stony ground damages propellers, causes punctures and breaks tail skids. Soft sand tends to turn the machine over, specially if a alternates with hard putt. Black cotton soil is impassable in rainy weather and full of holes and cracks in dry weather. All these types of surface should be avoided. A very flat ground, unless the soil is very porous, tends to become water logged. A steep slope cuts up into ruts in rain and renders landing difficult. The best type of slope

is a gentle one sufficient to run off storm water without the formation of ruts. No slope should ever exceed 1 in 20. Gently undulating ground is permissible but increased the chance of ruts. Steep undulations or any sudden change of slope are dangerous. Catch water drains have frequently to be made on one or more sides of a landing ground to prevent outside water running onto the ground and increasing the tendency to rut. These drains should not be nearer than 30 yards from the edge of the ground.

(c) Air approaches, etc.

The air approaches to a landing ground are very important. In the case of a ground on a plateau with one side bordering a steep descent, or in the case of a ground with a ditch running close along one side a pilot invariably flies in high and lands far inside the edge to ensure avoiding the bank or ditch. Trees and buildings in ~~approximity~~ proximity to the ground are serious obstructions. It may be assumed that a pilot clearing a tree will first touch the ground at a point at an angle of 1 in 15 with the horizontal and that all ground between this point and the trees or other obstruction is useless, i.e. if a tree is 40 feet high the pilot touched the ground 200 yards from the tree. The same applies to a machine taking off. If therefore such obstructions are continuous on any side of a landing ground the edge of the ground must be pushed out the required distance from the obstruction or the size of the landing increased by the same amount in that direction. If the above are impossible the only remedy is to make flying gaps in the obstruction; trees can be cut down and gaps for a machine to pass through created. The minimum width of a flying gap is 60 yards. Normally they should be 200 yards. Telegraph and other wires are invisible from the air and should be removed from the neighbourhood of any landing ground either behind visible obstructions or, for safety, to such a distance that a machine descending at 1 in 20 will touch the edge of the landing ground after clearing the wires. The vicinity of steep hills is dangerous and should be avoided. Open fairly level ground round a landing ground, especially in the direction of normal wind, is an advantage as

as it enables a machine to carry out a forced landing if the engine cuts out as it leaves the landing ground.

(d) Communications.

Petrol, spare parts, etc., have to be conveyed to a landing ground by motor transport. A landing ground should be chosen in close proximity to a first class road fit for motors in all seasons, from which access to a railway station is easy. If the local roads are bad, the ground should be chosen as close to a railway station as possible. A railway line should not however, form a boundary to a landing ground as the embankment, and telegraph wires are obstructions (see approaches). Telegraph and telephone facilities in the neighbourhood of a landing ground are valuable.

(e) Water supply and Camping Facilities.

In the event of a landing ground being chosen with a view to operations, army co-operation or any purpose necessitating a R.A.F. camp, the usual water supply and camping facilities are essential.

(f) Reports.

The landing ground Report Form No. 1 1 is to be submitted when a new landing-ground is selected.

ANNEXURE III.

LANDING GROUND REPORT FORM NO. 1.

LANDING GROUND AT .----------

1. Map Reference.

2. Position.

(a) Latitude. (b) Longitude.

(c) Nearest Cantonment, Civil Station, Town, etc., and distance and direction from it.

3. Description.

(a) Dimensions in various directions.

(b) Height above mean sea level

(c) Nature of surface.

(d) Condition of surface.

(e) Slope and drainage.

(f) Possibilities of extension and work necessary.

(g) Nature of air approaches.

(h) Nature of surrounding country.

(j) Cost of making ground, cost of making any extension.

(k) Expected yearly cost of maintenance.

4. Taking over or acquisition.

   (a) Present classification of ground if Army Department land, or ownership if not military land.

   (b) Willingness of department or owner to part with the land.

   (c) Cost of acquisition, rental etc.,

5. Accommodation.

   (a) Machine.

   (b) Personnel.

   (c) Medical facilities.

6. Supplies.

   (a) Petrol and oil.

   (b) Water.

   (c) Repair facilities.

7. Communications.

   (a) Railway.

   (b) Road.

   (c) Telegraph.

8. Meteorological.

(a) Prevailing wind.

(b) Season for rain, dust storms, etc.,

(c) Other meteorological da

9. Local Authority.

(a) Civil.

(b) Military.

10. Arrangements for guard at night under peace conditions.

11. General remarks.

Station ---------- Signature of reporting officer.

Date ----------

12. Map showing ground and vicinity on 1", $\frac{1}{2}$" or $\frac{1}{4}$" scales.

13. Large scale plan of ground (normally 6" to the mile).

Instructions for completing form

Para 1. Reference to 1 - 1,000,000 map.

Para 3.

(c) Whether sandy, clay, black cotton, stony, etc., If sandy, whether loose sand drifts with wind and collects in lumps round scrub or grass.

(d) Whether tendency to rut; mention boulders, bushes grass if any.

(e) Describe general slope of ground; state whether natural drainage could be improved.

(f) State possibilities of extension in any direction and whether this would necessitate excavation or filling of the ground, especially of nullahs, retaining walls removal of trees, roads, buildings etc.,

(g) Specially all obstructions to air approaches to the ground from North, South, East or West. Detail all wires, trees, buildings, hills, bunds etc., within 200[x] of the boundaries, giving their height and distances ~~xxxxx~~ from the nearest edge of the ground.

(j) (k) Costs to include

(a) Clearing and making surface fit for landing.

(b) Retaining walls, catch-water drains etc., to protect the ground.

(c) Clearing gaps or obstacles to air approaches if necessary.

(d) Making boundary pillars at corners and usual landing ground markings i.e., circle and corner flats.

(e) Approach road to ground from main road.

Rough costs should be obtained from the local Civil or Military Engineer or his Subordinate.

Para 5.

(a) State if land is privately owned or in Military, Imperial Civil, or Provincial Civil charge. If in Military Charge state classification of ground.

(b) If ground is civil or private land information as to the willingness of the department concerned or owner to part with it should be obtained through the civil authorities. If the ground is in military charge the opinion of the local Army Authority must be obtained with regard to the classification of the ground, if converted into a landing ground. Vide para 1 of A.L.(1) No.B.86- / R.A.F.I. (1) No. 23 of 1927 the ground will be classified either as a normal or Co-

Cooperation Landing Ground. If classified as normal it should be stated whether it should be held in Army or R.A.F. charge.

(c) In the event of rapid acquisition or the taking over a ground temporarily the cost of compensation to be paid for existing crops should be included.

Para 7. (a) Approximate quantities and nature of petrol and oil stored and method of storage. State owner or Government Department and distance of store from ground.

(b) State source supply; approximate amount in gallons per hour and distance from ground.

(c) State aeroplane or automobile workshops in vicinity and type of repair that can be carried out with local personnel and stores.

Para 8.

(a) State nearest Railway Station and distance to it.

(b) State if road leading to or near landing ground is fit for heavy lorries, light cars, carts or pack transport.

(c) State distance and position of nearest telegraph office and nature of W.T. if any.

Para 9.

(c) State any local phenomena- clouds-fogs-heavy winds, etc., at certain seasons or any cause of difficulty to flying or landing.

Para 10. (a) Local Deputy Commissioner or Collector.

(b) Brigade Area or Station Commander.

Para 11.

State person to whom application should be made for guard and whether military or civil.

Para 12.

Any information not included above.

WRITE CLEARLY AND CONCISELY.

"Copy"

H. Peshawar
for Secretary to Govt

Compl

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(Continuation sheet draft form.)

Pol. 51 / PP 4-27-3

17 file

Dr 13-7-27

The Secretary to the Resident

in Mysore, Bangalore

Sir,

With reference to your letter No C 5297/917 dt 29th June 1927 regarding possible landing grounds sites in connection with Civil Aviation, I am directed to state that the Chf Engr in Mysore & the Dy Commissioners of Tumkur and Chitaldrug districts have been addressed in the matter and that the information required will be furnished on receipt of their replies.

The explanatory note and the annexures received with your letter, are returned herewith as requested.

I have &c

RJ

13/7

Dy No Genl Secy to Govt

13/7

WD 2230—GPB—1,00,000—23-7-29

4 What necessary further enclosures are being collected and a final reply will be sent to you in due course.

Confidential.

Tel: Address :—Depcom,
CHITALDRUG.

In reply, please refer to
No. A-1.G.R.692/27-28
Enclosures. 9

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated Chitaldrug..7.th..September.....192 7.

FROM

The *Deputy Commissioner,*
Chitaldrug District.

CB 1262

PP 9/9/27

PP4-27-4

To

The General Secretary to Government,
B a n g a l o r e.

Sir,

With reference to your memo No.401-3/PP.4-27-2 dated 11th July 1927 requesting me to furnish information required in regard t possible Landing ground sites in this District in connection with Civil Aviation, I have the honor to state that there are three possible sites within the District as noted in the margin and the reports regarding those places with site plans furnished by the Sub Division Officer, Davangere have been enclosed for kind reference.

1.Anagode. 2. Hebbal. 3. Harihar.

I have seen these places. Out of them the one at Hebbal which is only about 3½ miles from Anagode appears to be most suitable.

I have the honor to be,

S I R,

Your most obedient servant,

Deputy Commissioner in charg
Chitaldrug District.

Report on the Landing Ground proposed in connection with the Civil Aviation camp at A N A G O D E.

------ :O: ------

I. Map reference:- Vide tracing from Topo sheet No. 43 (old) appended.

II. Position:-

(a) Latitude:- 14° - 24'

(b) Longitude:- 76 - 5'

(c) Nearest contonment:- ~~Nil~~. Bangalore

Civil station:- ~~Nil~~. Davanagere

Town &c. distance and direc-tion from it:- Davangere Town is ten miles to the West of the ground,&Anagode village, Travellers' Bunga-low and Police station are very near to the ground.

III. Description:-

(a) Dimensions in various directions:- 500 yards nearly from East to West, and 800 yards North to South.

(b) Height above mean sea-level:- 2,150 feet nearly.

(c) Nature of surface:- Gravelly soil mixed with kankur.

(d) Condition of surface:- Hard, and there are some scours to be filled in.

(e) Slope and drainage:- The ground slopes towards North, East, West, and gentle slope towards South at edge, and the land will have to be improved at a great cost.

(f) Possibilities of extension and work necessary:- May be extended at a heavy cost as the ground will have to be prepared specially by filling in hollows and scours for the purpose by constructing retaining walls &c. after cutting of toddy trees.

(g) Nature of air approaches:- Only some toddy trees and road avenue tree will have to be removed.

(h) Nature of surrounding country:- Same as above.

(i) Cost of making ground:- Rs 6000/- for all works necessary.

(j) Cost of making any extension:- ------ do ------

(k) Expected yearly cost of maintenance:- Rs 600/- including tools and plant also.

IV. Taking over or Acquisition:-

(a) Present classification of ground if Army Department Land, or ownership if not Military Land:- Mostly Government waste, and partly under private holding being cultivated with dry crops.

(b) Willingness of Department or owner to part with the land:- May be acquired through the Government of Mysore.

(c) Cost of acquisition, rental &c.:- About Rs 50/- per acre of land.

V. Accommodation:-

V. Accommodation:-

(a) Machine:- Nil.

(b) Personal:- Available on application to the local authority.

(c) Medical facilities:- Available at Davangere, a distance of ten miles.

VI. Supplies:-

(a) Petrol and Oil:- Available in sufficient quantities from the local firms at Davangere.

(b) Water:- Will be available in Anagode Tank for about six months, and for other six months a separate well will have to be excavated in the valley close by at a cost of Rs 3000/-

(c) Repair facilities:- Nil, except a few petty local work-shops at Davangere.

VII. Communications:-

(a) Railway:- Davangere is a Railway station on M & S.M.Railway from Poona to Bangalore.

(b) Road:- The State Fund metalled road named Bangalore-Dharwar-Poona Road is passing near at hand. Vide Topo-sheet Tracing appended.

(c) Telegraph:- Davangere is a telegraphic station.

VIII. Meteorological:-

(a) Prevailing wind:- During mansoon wind blows North-West and South-East, and at other times the wind blows right East or West.

(b) Season for rain, dust-storms etc.:- April to November (scanty rainfall) and there will also be heavy wind from May to July.

(c) Other meteorological data:- Nil.

IX. Local Authority:-

(a) Civil:- The Amildar of Davangere under the control of the Deputy Commissioner, Chitaldrug.

(b) Military:- Nil.

X. Arrangements for guards at night under peace condition:- The adjoining village Patel and the Police at Anagode.

XI. General Remarks:- Major portion of the proposed ground is of Government waste and is also named after military camping ground. Shamilm The other portions now being cultivated as dry will have to be acquired at a cost of about Rs 50/- per acre. The area being undulating, the cost of preparing ground will be rather high.

XII. Map showing ground and vicinity on 1', 1", or 1" scales:- One Topo sheet tracing is appended. Scale 1" = 1 mile

XIII. Large scale plan of ground normally 6" to 1 mile:- One tracing from village map is appended. Scale 8" = 1 mile.

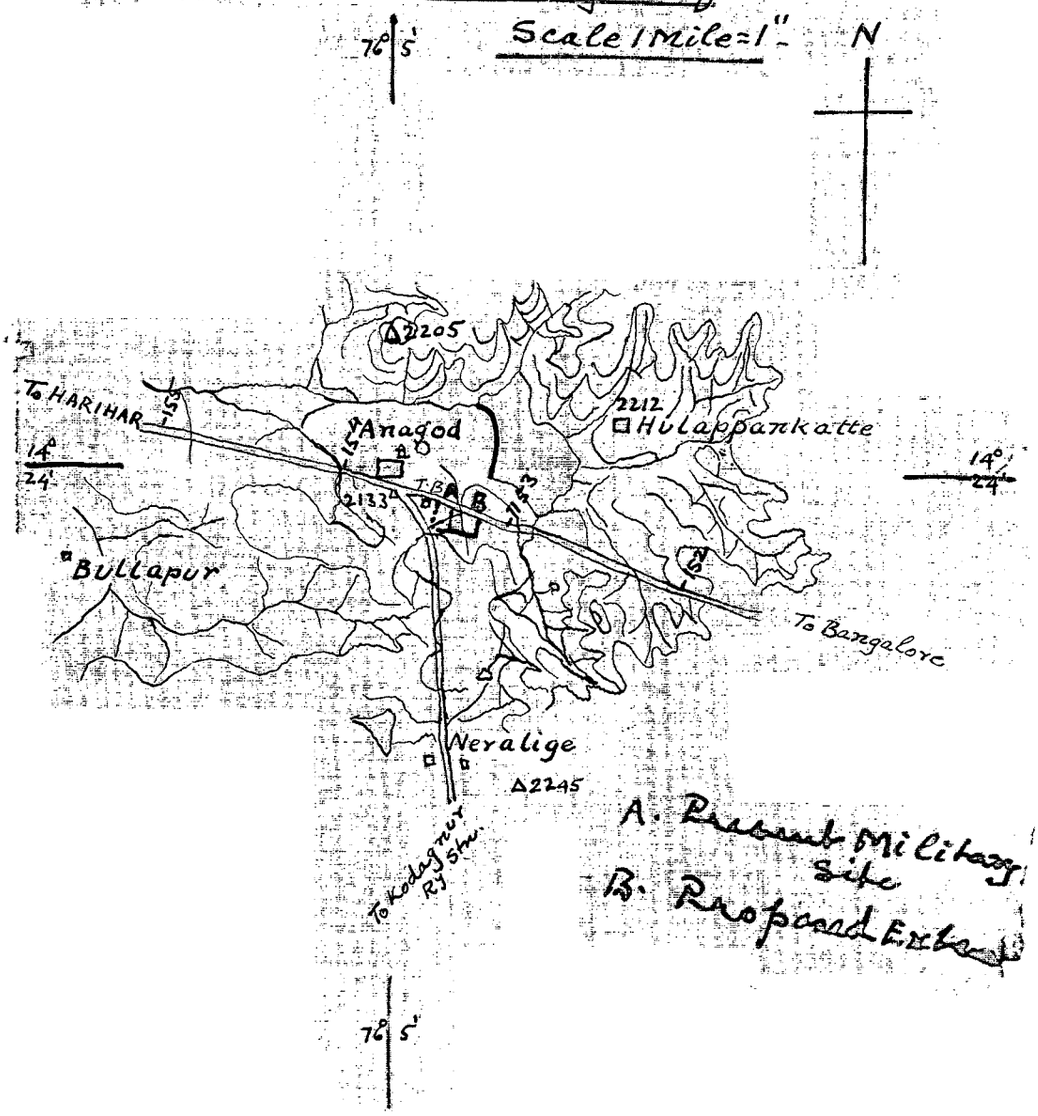
Station:-

Dated 4-9-22

Signature of Reporting Officer.

Mysore State. Chitaldrug DT

Tracing from Topo. Sheet No. 43 Showing the possible Landing ground Site in Connection with CIVIL AVIATION near Anagod Davangere Tq.



Surveyed 28/7/27 S.O

Tracing checked 29/7/27 Rent S.D.O

Y. L. Chandrashekar
Sub Divisional Officer
P.W.D. Davangere.
30/7/27

V. Accommodation:-

(a) Military:- Nil.

(b) Personal:- Available on requisition to the Local Authority. in T. B

(c) Medical facilities:- Available. There is a Local Fund Dispandary at Harihar.

VI. Supplies:-

(a) Petrol and Oil:- Available at Davangere, a distance of 10 miles where there are private local firms for supply.

(b) Water:- No water near at hand. There is the Thungabhadra river running at distance of about $\frac{3}{4}$ mile. There are also pumping stations to supply water through pipes at Harihar Town from where the necessary pipe connec-tion may be taken ~~with~~ on application to the local authority.

(c) Repairing facilities:- There are Railway Work-shops at Dharwar and Hubli and none at Harihar. - There are work-shops in Davanagere about 10 miles from the place.

VII. Communications:-

(a) Road:- Provincial and District Fund metalled roads are running near at hand. Vide Topo sheet tracing en-closed.

(b) Railway:- Harihar is a Railway Station on M & S.M.Railway from Poona to Bangalore.

(c) Telegraph:- Harihar ~~and~~ is also a telegraphic station.

VIII. Meteorological:-

(a) Prevailing wind:- During mansoons wind blows north-west and south-west and at other times it blows right east or west.

(b) Season for rain, dust-storm &c.:- From April to November scanty rainfall, and heavy wind blows from April to July.

(c) Other Meteorological Data:- Nil.

IX. Local Authority:-

(a) Civil:- The Deputy Amildar at Harihar under the control of the Deputy Commissioner at Chitaldrug, (a distamc of forty miles).

(b) Military:- Nil.

X. Arrangements for guard at nights under peace conditions:- The Patel of the adjoining village with vill-agers and the Sub-Taluk Police have to guard the station.

XI. General Remarks:- The land now proposed is the one which was former-ly a military camping ground. It contains a cemetry of the deceased military men and their family and children. The land is now under private holding.

XII. Map showing the ground and vicinity on a scale of one mile to an inch:- A tracing from Topo sheet No. 23 is appended. Scale 1" = 1 mile.

XIII. Large svale plan of ground:- (nearly 8 6" = 1 mile) A tracing from Revenue survey map of the village is appended. Scale 8" = 1 mile.

Station:-

Dated

Signature of the Reporting Officer.

Report on Landing Ground proposed in connection with Civil Aviation Camp at H A R I H A R.

------- :0: -------

I. Map reference:- Vide Topo sheet tracing (No.23 old)appended.

II. Position:-

(a) Latitude:- 14° - 33' North Latitude.

(b) Longitude:- 75° - 51' East Longitude.

(c) Nearest Contonment:- ~~Hil~~. Bangalore

Civil station:- ~~Hil~~. Harihar

Town &c. and distance from it:- Harihar Town is at a distance of one mile and a half from the junction of Bangalore-Dharwar-Poona Road passing in front of Harihar Sub-Taluk Office.

III. Description:-

(a) Dimensions in various directions:- East to West about 2 furlongs, North to South about 6 furlongs, comprising an area of about 120 acres.

(b) Height above the sea-level:- 1788 feet.

(c) Nature of surface:- Red soil mixed with sand and kankur.

(d) Condition of surface and slope and drainage:- Fairly hard and flat. Gentle slopes on three sides, and natural drainage can be improved well.

(e) Facility of extension and work necessary:- May be extended towards West after acquiring the land at a very high cost and also with heavy cost of preparation.

(f) Nature of air approaches:- They are clear for ~~Hil~~, except a few trees here and there and a cemetry with low compound wall existing at North-ern boundary and a small one at Western side near Harihar-Harpanahalli Road.

(g) Nature of surrounding country:- Plain and open and bordering the river Thungab-dra at Western side. Vide Topo sheet Tracing appended.

(h) Cost of making ground:- About Rs 2000/- for all works necessary.

(i) Cost of making any extension:- About Rs 16,000/-

(j) Expected yearly cost of maintenance:- About Rs 500/- including tools and plant &c.

IV. Taking over or Acquisition:-

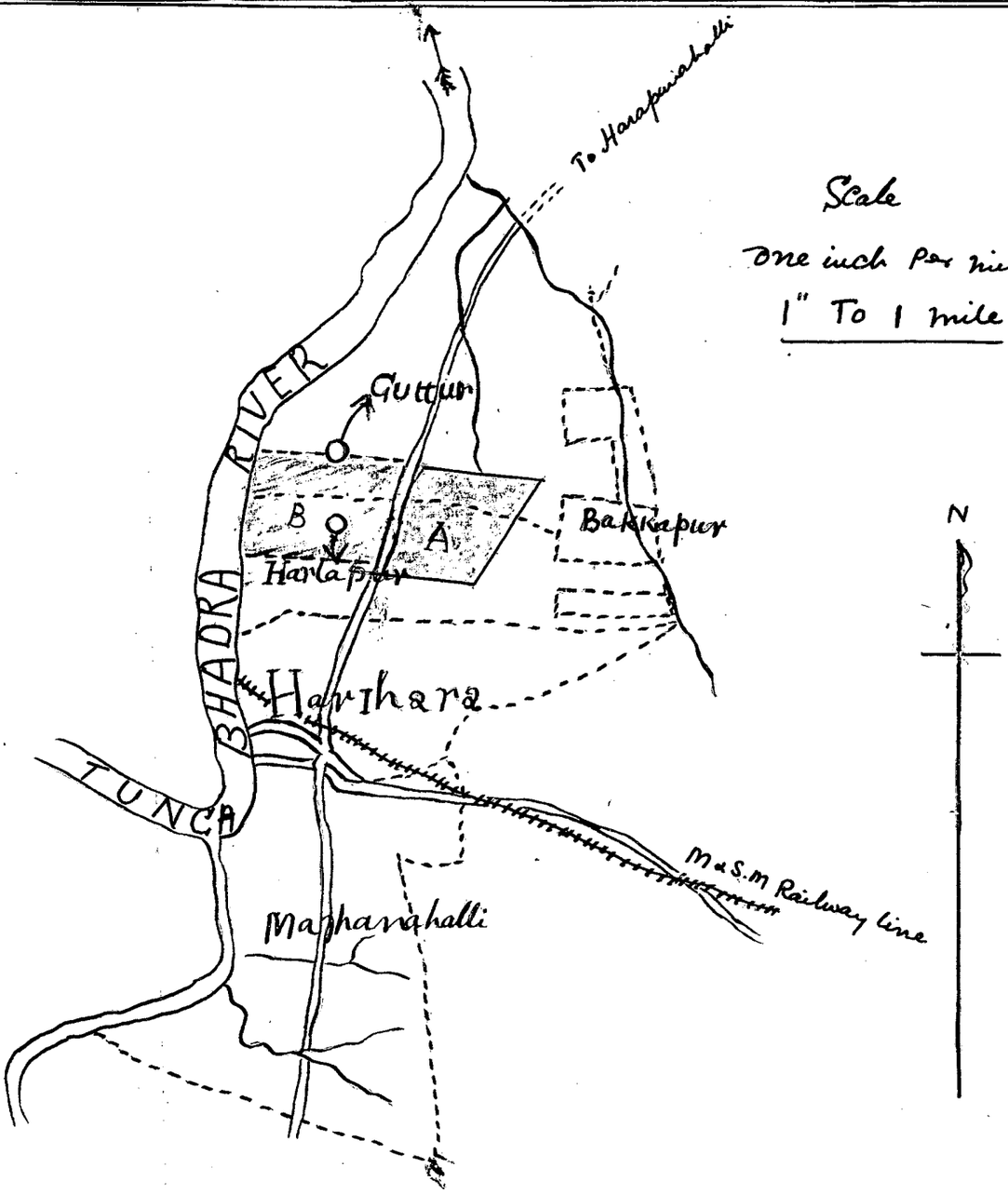
(a) Present classification of ground:- Private land being cultivated with dry crops.

(b) Is it any departmental land or is the owner-ship in private land:- Private land. Ownership rests with private persons.

(c) Willingness of department or owners to part with the land:- The land is in private ownership and the owners are unwilling to part with the land. Compulsory acquisition proceedings will be necessary.

(d) Cost of acquisition:- May be about Rs 250/- per acre.

Plan Showing the Camping Ground for the Military Stations at Harihar Sub Taluk.



The total extent being 3/4 mile Sq^re which is 480 acres.

A Denotes area proposed for the purpose.

B Denotes area proposed for extention.

District	Chitaldrug.
Taluk	Harihar Sub Taluk.
Hobli	Harihar Kasba.
Village	Harlapur and Guttur.

Meerhwathan
Dy Mend. Harihar

C. Mohamad Khalander
Shekdar Harihar Mkli.

Dated 22/7/27.
Harihar Sub Taluk.
Sabdunkhalan
22/7/27 S-D

Report on the Landing Ground proposed in connection with the Civil Aviation camp, at H e b b a l, near Anagode.

PP

-------:0:-------

I. Map reference:- Vide Topo sheet Tracing No.43 (old) appended.

II. Position:-

(a) Latitude:- 14° - 23'

(b) Longitude:- 76° - 8'

(c) Nearest Cantonment:- ~~Nil~~. Bangalore about 150 miles

Civil station:- ~~Nil~~. Davangere

Town &c. distance and direction from it:- Davangere Town is 13½ miles to the west of the ground, and Hebbal village is very near the ground

III. Description:-

(a) Dimensions in various directions:- 500 yards North to South, 1200 yards East to West.

(b) Height above mean sea-level:- 2514 feet, the nearest G.T.S. Vide Topo sheet Tracing appended.

(c) Nature of surface:- Ordinary soil, mixed with stiff sand.

(d) Condition of surface:- Fairly hard.

(e) Slope and drainages:- Slopes towards west, south and north, and natur drainage will have to be improved to some extent.

(f) Possibilities of extension and work necessary:- Not quite feasible.

(g) Nature of ~~arx~~ air approaches:- ~~Nil~~, except road avenue trees forming the northern boundary, there are no other obstructs.

(h) Nature of surrounding country:- Slopes towards south badly and gently towards other sides.

(i) Cost of making ground:- Rs 2000/- for all works.

(j) Cost of making extension:- ------- ----- -----

(k) Expected yearly cost of maintenance:- 500/- in all including cost of tools an plant &c.

IV. Taking over or Acquisition:-

(a) Present classification of ground if Army Department Land or ownership if not military land:- Private land being cultivated with dry crops &c.

b) Willingness of Department or owner to part with the land:- Compulsory acquisition proceedings are necessary.

(c) Cost of acquisition, rental &c.:- About one hundred rupees per acre of land.

V. Accommodation:-

(a) Machine:- Nil.

(b) Personal:- Available on application to the local authority.

(c) Medical facilities:- Nil, in the locality, but available at Davangere a distance of 13½ miles.

VI. Supplies:-

(a) Petrol and oil:- Can be had at Davangere from private firms in sufficient quantities.

(b) Water:- Available at a distance of ½ mile from Hebbal Tank, and can in wells in the bed of the tank, and a well also can be excavated here at a cost of Rs 2000/- for the purpose.

(c) Repair facilities:- Nil, near at hand, except some petty work-shops at Davangere.

VII. Communications-

(a) Railway:- Davangere is a railway station on M & S.M. Railway from Poona to Bangalore.

(b) Road:- State Fund metalled road from Bangalore to Dharwar and Poona is running near at the ground. Vide Topo sheet tracing appended.

(c) Telegraph:- Davangere is also a telegraphic station.

VIII. Meteorological:-

(a) Prevailing wind:- During mansoons wind blows North-West and south-East, and at other times the wind blows right east or west.

(b) Season for rain, dust-storm &c.:- Scanty rainfall from April to November and heavy wind from May to July.

(c) Other meteorological data:- ~~the~~ Average rainfall about 22 inches

IX. Local Authority:-

(a) Civil:- The Amildar of Davangere under the control of the Deputy Commissioner, Chitaldrug ~~District~~(a distance of 26 miles).

(b) Military:- Nil.

X. Arrangements for ~~the~~ guards at nights under peace condition:- The village Patel under the control of the Amildar at Davangere will do the needful on application.

General Remarks:- The land proposed is under private holding and cultivated with dry crops. It is just to the South of Bangalore-Dharwar-Poona Road and close to the village of Hebbal. Vide plans enclosed.

XII. Map showing ground and vicinity on 1", ½", or ¼" scales:- A tracing from Topo sheet No.48 (old) is appended. Scale 1" = 1 mile.

XIII. Large scale plan of ground nearly 6" to 1 mile:- The tracing from village map is appended. Scale 8" = 1 mile.

Station:-

Dated

Signature of Reporting Officer

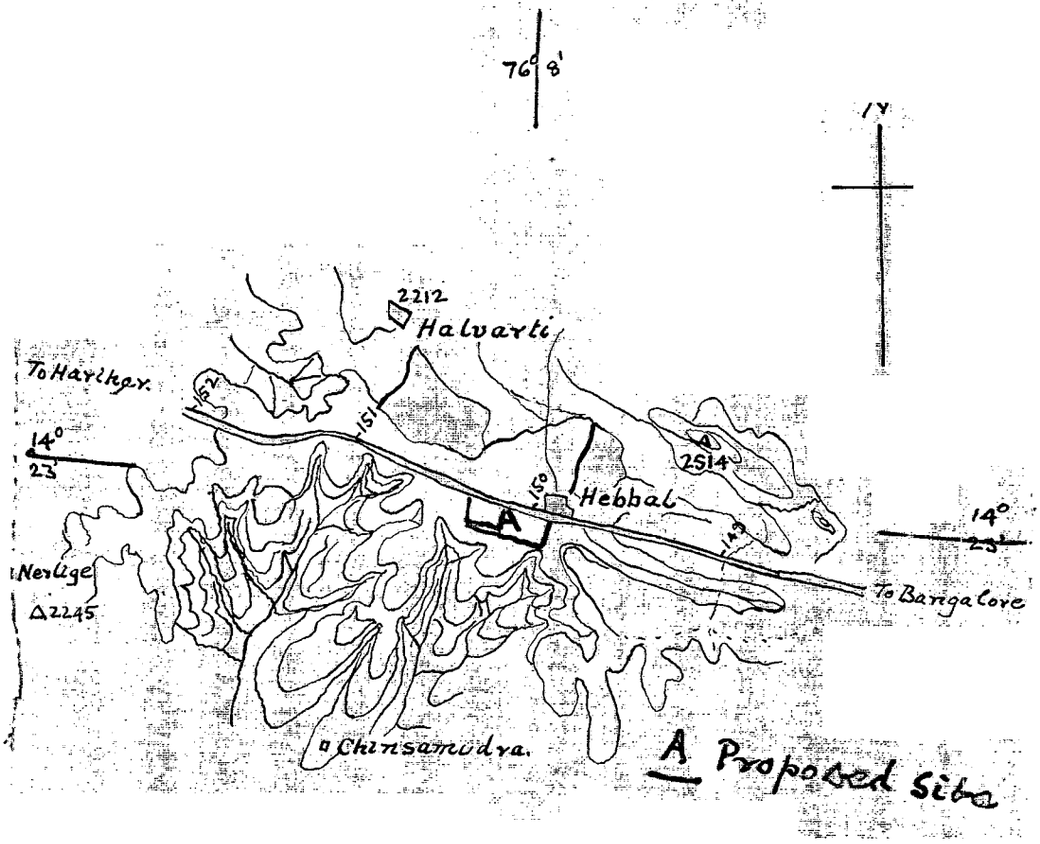
4/9/40

Mysore State. Chitaldrug Dt.

Tracing from Topo Sheet No. 43 Showing the possible Landing ground site in connection with CIVIL AVIATION near Hebbal

Davangere Tq

Scale 1 MILE = 1"



76° 8'

R/Survey 28/7/27 S.O

Sub Divisional Officer
P.W.D. Davangere

Submitted
31/9/27 S.D.O. 30/7/27

WD 1036—GPB—5000—16-12-25

No. 490
3 Sets of reports & blue prints

MYSORE PUBLIC WORKS DEPARTMENT,
CENTRAL OFFICE,

Dated Bangalore, 16th September *1927*

CB 7372

PP 4-27-5

FROM

JOHN BHORE, ESQ., A.M.I.C.E., Etc.,
Chief Engineer of Mysore,
Bangalore.

To

R. Ranga Rao, Esq., B.A.,B.L.,

Secretary to Government,
~~Development~~ general Departments,

Bangalore

PP 7/9
Cor
SIR 7/9

With reference to your memo No.401-3/P.P. 4-27-2 dated the 11t July 1927 and subsequent reminder No.2073-5/P.P. of the 5th September 192 requesting to be furnished with information regarding the possible landin sites in connection with Civil Aviation, I have the honour to forward herewith copies of reports received from the Superintending Engineer, Shimoga Circle, in respect of three sites in the Chitaldrug District.

2. The report from the Executive Engineer, Tumkur Division, is yet received and a reminder is issued to expedite the same.

I have the honour to be,

Sir,

Your most obedient servant,

Jno Bhore 16-9-27

Chief Engineer of Mysore.

V.v.S.

3775

D. C. 6]

Dair Sr - 126-7.

Rec. Land -

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

Dated Tumkur, 21st September 1927.

FROM

K. V. ANANTARAMAN, ESQ., B.A.,
Deputy Commissioner, Tumkur District,
Tumkur.

CP 1461.
PP 4-17-6

To

R. Ranga Rao, Esquire., B.A., B.L.,
~~Chief~~ *Secretary to the Government of Mysore,*
General Department, *Bangalore.*

PP 24/9 Secy 24/9/27

SIR,

With reference to your Memo No. 401-3 PP 4-17-2 dated 11th July 1927, calling for information re: the Landing Ground Sites in connection with the Civil Aviation, I have the honour to forward, herewith, copy of Tumkur Executive Engineer's letter No.602 of the 18th September 1927, addressed to the Chief Engineer, together with a copy of its enclosure, furnishing the information required.

2. I have also inspected the site with the Executive Engineer, and I agree to his views.

I have the honor to be,

S i r,

Your most obedient servant,

for Deputy Commissioner, Tumkur District. Treasury Assistant Commissioner absent from Head-quarters 22/9/27.

NVK.21/9.

Letter No.602 dated 18-9-1927 from the Executive Engineer, Tumkur Division, to the Chief Engineer of Mysore, Bangalore.

With reference to your No.1042 dated 4-8-1927 calling for information in regard to the landing grounds for Civil Aviation, I have the honor to state that there are at Sira, two camping grounds set aside for marching troops, on to the West of the Sira Travellers' Bungalow and the other to the North of it. The first one is very uneven and much broken up and quite unsuited for the purpose. The second is better and the lands adjoining to the East and North of it are dry lands in holding and can be easily acquired.

2. I have sent herewith an enlarged plan showing the camping grounds to the North of the Travellers' Bungalow as also the adjoining private lands. By acquiring a few acres of the latter a suitable aviation ground of the required dimensions can be formed. I have furnished in the accompanying statement the particulars required as noted in annexure III.

3. The ground was inspected with the Deputy Commissioner and the statement has been drawn up in consultation with him.

4. If a larger extent of lands of a more even nature were required, it could be obtained by the side of the Sira-Amarapur road near the 3rd and 7th mile.

" COPY "

For Deputy Commissioner,
Tumkur District.

NVK.21/9.

24/9/27

Annexure III.

Landing report form No.1 ****** Landing Ground at Sira.

1.	Map reference.	A tracing (extracted) from Revenue Survey map showing the two camping grounds to the North and West of the Sira Travellers' Bungalow is sent herewith. The camping ground to the North of the Travellers' Bungalow is better suited for the purpose. It is bounded on the West by the Sira - Amarapur road while on the other two sides it is bounded by cultivable dry land. An enlarged plan 100' to 1" of this camping ground is attached.
2.	Position.	
	(a) Latitude.	73°-44'-51"
	(b) Longitude	76°-56'-25"
	(c) Nearest cantonment, Civil station, Town etc, and distance from it.	Within a furlong to the north west of Sira town, head-quarters of Sira Taluk in Tumkur District.
3.	Description.	
	(a) Dimensions in various directions.	This is given in the accompanying enlarged plan. The situation admits of a rectangular shaped aviation ground being formed, the longer side being north to south of 500 yards length, while the shorter of nearly 200 yeards, along East to West and this would necessitate an acquisition of the private cultivable land of about 5 acres at the North West end. If some of the "Nullas" are filled in the length from West to East can be increased to about 250 yds.
	(b) Height above Mean Sea level.	It is about 2170' above M.S.L. The trignometrical Station at the Travellers' Bungalow close by is 2177' above M.S.L.
	(c) Nature of surface.	Good gravelly soil.
	(d) Condition of surface.	Not likely to rut. There are small "Nullas" formed by surface drainage water in the middle running diagonally to the ground.
	(e) Slopes and drainage.	The ground slopes towards East and North and the small surface drainage "Nulla" runs diagonally to the ground. A block plan with levels is attached and contours

	for every 2' are roughtly marked therenn showing the general slope of the ground. The ground admits of being improved by filling up the small "Nullas".
(f) Possibilities of extension and work necessary.	The ground can be extended towards the East also so as to get 500 yds., along both the sides North to South and East to West and 200 yds, by acquiring the private dry lands and filling up the -- "nullas". There are no buildings or roads in this portion or any big trees worth mentioning.
(g) Nature of air approaches.	The Travellers' Bungalow buildings are to the South of the ground. The position and heights from the ground of the several buildings are noted on the plan. There are trees along the -- Southern and Western margin of the grounds and they vary in height from 25 to 50'. The trees at the Western margin are the avenue trees of Sira - Amarapur road.
(h) Nature of surrounding country.	The surrounding country is fairly open.
(j) Cost of making ground, cost of making any extension.	The cost of making the grounds can probably be within Rs.1,000/-. If the "Nullas" are all to be filled up it may cost more. The adjoining private land can be got at about Rs.100/- per acre.
(k) Expected yearly cost of maintenance.	Practically noting.
4. Taking over acquisition.	
(a) Present classification of ground if Army Department land or ownership if not Military land,	The camping ground is owned by Mysore Government.
or owner to part with the land. (b) Willingness of Department. (c) Cost of acquisition, rental etc.	The adjoining private dry lands can be easily acquired at about Rs.100 an acre as noted above.
5. Accommodation.	
(a) Machine	Nil..
(b) Personal.	There is a good Travellers' Bungalow (II) Class close by with suite of rooms for two with kitchen, motor garage and stables and good service.

	(b) Other meteorological data.	None in particular.
9	Local authority.	
	(a) C i v i l.	The Amildar at Sira and the Deputy Commissioner at Tumkur are the local authorities.
	(b) M i l i t a r y.	N o n e.
10.	Arrangements for guard at night under peace conditions.	The Amildar and the Deputy Commissioner.

Sd. V.V. Patankar,
18-9-1927.
Executive Engineer,
Tumkur Division.

Camp. Pavagada,
16th September '27.

" C o p y "

For Deputy Commissioner
Tumkur District.
24/9/27.

NVK.22/9.

(c) Medical facilities.	There is a local Fund dispensary near by in charge of a Sub Assistant Surgeon while the Civil Hospital in charge of Civil Surgeon is in Tumkur 33 miles away.
6. Supplies.	
(a) Petrol and oil.	Petrol and oil are available at --- Tumkur 33 miles from the place connected by a good metalled road and there, there are Sub Agents of "B.O.C" and "Shell" petrol.
(b) Water.	Water has to be got only from wells. One in the camping ground close to the Northern margin and the other about a furlong to the South West as shown on the Revenue Survey plan.
(b) Repair facilites.	None in Sira; nearest workshop is in Bangalore.
7. Communications.	
(a) Railway.	Tumkur Railway Station is 33 miles from Sira connected by a good metalled road.
(b) Road.	The camping ground is quite close to the provincial road going to Tumkur and the Sira - Amarapur road runs to the West of the camping ground. The road is fit for heavy lorries and cars.
(c) Telegraph.	The Sira Telegraph Office is within two furlongs.
8. Meteorological.	
(a) Prevailing wind.	The prevailing winds are the North-east and South-west.
(b) Season for rain, dust storms etc.	It is generally rains from May to November. The average rain-fall is 19.75 inches, the rains from April to September in the South-west monsoon are generally heavier and are nearly twice as much as those --- precipitating in the period from October to March i.e, North-east monsoon.

C.B- 1476

CONFIDENTIAL. No. C/5512/917.

From,

Major K.A.G. Evans-Gordon,

Secretary to the Resident in Mysore.

To,

The Chief Secretary to the Government of Mysore.

B a n g a l o r e.

Dated the 24th September 1927.

Possible Landing Ground Sites in the Indian States in connection with Civil Aviation.

Sir,

I am directed to refer to my confidential letter No. C/5297/917, dated the 29th June 1927, on the above subject, and to request the favour of an early reply.

I have the honour to be,

Sir,

Your obedient servant,

K.A.G. Gordon

SECRETARY TO THE RESIDENT IN MYSORE.

Immediate

WD 1998—GPB—5,000—27-4-25

No. 2917
En. 3

MYSORE PUBLIC WORKS DEPARTMENT,
CENTRAL OFFICE,
Camp: Shimoga, 24/9/1927.
Dated ~~Bangalore~~,

PP 4-27-7

FROM

JOHN BHORE, Esq., A.M.I.C.E.,
Chief Engineer of Mysore,
Bangalore. 27/9/27

To

R. RANGA RAO, ESQ., B.A., B.L.,
General Secretary to the Government
of His Highness the Maharaja of Mysore,
BANGALORE.

SIR

In continuation of this office letter No. 490 of the 16th September 1927, I have the honor to forward herewith copies of reports received from the Executive Engineer, Tumkur Division, regarding suitable landing sites for Civil Aviation.

I have the honour to be,

Sir,

Your most obedient servant,

Jn Bhore 24.9.27
CHIEF ENGINEER OF MYSORE.

N.J.P.

No. 1465
Gen-1

PUBLIC WORKS DEPARTMENT
CENTRAL OFFICE,

Dated Bangalore, September 28, 1927
29

PP 4-27-8

RR PP
29/9.

Dear Ranga Rao,

In continuation of my letter No. 2817 dated the 24th September 1927, re: suitable camping grounds in connection with Civil Aviation, I forward herewith a copy of D.O. letter No. 178 dated the 20th September 1927, received from the Executive Engineer, Tumkur Division.

Yours sincerely,

28.9.27

N.J.P.

D.O. letter No. 178 dated the 20th Septr:27, from the Executive Engineer, Tumkur Division, to the Personal Assistant to the Chief Engineer of - Mysore.

========

I should have noted the information noted below about the availability of water in the wells in the statement under para 6 (b) sent with this office - letter No. 602 dated the 18th instant, re: forming an aviation ground at Sira. As I came to know of this after I had sent the above letter, I could not do it. I shall be obliged if you will kindly have the information incorporated in the statement if considered necessary.

	Level of water below ground.	Depth of water.
Well in the camping ground. ...	8	4½
Well south-west of camping ground.	18	12

As found on 15th September 1927.

= = =0= = =

Copy.

CHIEF ENGINEER OF MYSORE.

N.J.P.

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

ISSUED.

D.O. 33-7/[illegible]-9

To Surat

The Chief Engr
of Mysore

Dear Sir,

With refe to
the correspondence
ending with your
D.O. letter No 1465
of the 29th September
1927 I am desired
to request that
4 copies each
of the reconnaissance
4 inches of Cauvery
sounding in connec
with Civil Aviation
may kindly be
got prepared
from office & sent,
if possible, by the
8th inst.

Yours Sincy

for Genl Secy
to G.

G. R. S. G/33]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation sheet draft form.*)

No. Bel 662
PP 6-12-27 D.

To
6-12-27

The Secy to the Resident

Sir,

With refce to your letter No C/5512/27 dated the 24th Septr 1927, about the possible binding ground sites in connection with Civil Trials, am directed to state that the information in the matter being collected & that a trial will be sent to you shortly.

I have &

for Secy

CR 2396

D. O. No. 1636
En-20

MYSORE PUBLIC WORKS DEPARTMENT
CENTRAL OFFICE,

Dated, Bangalore the, 9th December 192 7.

PP 4-27-11

9/12/27

Dear Sir,

Your D.O.letter No.3517/P.P. 4-27 of 6th December 1927.

I enclose herewith four (4) copies of each of the plans required by you.

Yours sincerely,

Jno Bliss
9-12-27

To

M. Seshadri, Esq., M.A.,
Assistant Secretary to Govt:
Gen: and Rev: Secretariat,
Bangalore.

No.Pol. 774/PP 4-27-12 (1)
Encls 32 dated 5-28.
encl. eight-
sixteen + 14 maps

To

The Secretary to the Hon'ble the
Resident in Mysore.

Sir,

In continuation of this office letter No.Pol.462 dated the 6th December 1927 about the possible landing ground sites in connection with Civil Aviation I am directed to state that ~~there are~~ it is reported that there are three possible sites in the Chitaldrug District viz., one at Anagode another at Hebbal and the third at Harihar and one in the Tumkur District viz., at Sira. Out of the three available in the Chitaldrug District the one at Hebbal which is only about 3½ miles from Anagode is stated to be most suitable.

2. Four copies of the statements containing particulars of the above four sites with four copies of Maps each of the sites are enclosed.

I have etc.,

30/12

for GENERAL SECRETARY TO GOVT.

B.K.M.

Copy sent
3/1/28

REPORT ON THE LANDING GROUND PROPOSED IN CONNECTION WITH THE CIVIL AVIATION (CAMP) at H E B B A L near ANAGODE.

---

1. Map Reference:- Vide Topo Sheet Tracing No. 43 (old) appended.

11. Position:-

(a) Latitude:- 14 -23'

(b) Longitude:- 76 - 8'

(c) Nearest Contonment:- Nil

Civil Station:- Nil

Town &c. distance and direction from it:- Davangere Town is 13½ miles to the west of the ground, and Hebbal village is very near the ground.

111. Description:-

(a) Dimensions in various directions:- 500 yards North to South, 1200 yards East to West.

(b) Height above mean Sea-level:- 2514 feet, the nearest G.T.S. Vide Topo Sheet tracing appended.

(c) Nature of surface Ordinary soil, mixed with stiff sand.

(d) Condition of surface Fairly hard.

(e) Slope and drainages:- Slopes towards West- South and North, and natural drainage will have to be improved to some extent.

(f) Possibilities of extension and work necessary:- Not quote feasible.

(g) Nature of air approaches:- Nil except road avenue trees ~~from~~ the northern boundary.

(h) Nature of surrounding country:- Slopes towards south badly and gently towards other sides.

(i) Cost of making ground:- Rs. 2000/- for all works.

(j) Cost of making extension:-

(k) Expected yearly cost of maintenance:- Rs. 500/- in all including c of Tools and Plant &c.

1V. Taking over Acquisition:-

(a) Present classification of ground if Department Land or ownership if not Military Land:- Private land being cultivated with dry crops. etc.

(b) Willingness of Department or owner to part with the land:- Compulsory acquisition proceedings are necessary.

(c) Cost of acquisition, rental &c. About 100/- per acre of land

V. Accommodation:-

(a) Machine:- Nil.

(b) Personal:- Available on application to the local authority.

(c) Medical facilities:- Nil in the locality, but available at Davangere a distsnce of 13½ miles.

Vl. Supplies:-

(a) Petrol and oil:- Can be had at Davangere from private firms in sufficient quantities.

(b) Water:- Available at a distance of ¼ mile from Hebbal Tank, and wells of the bed of the Tank, and a well also can be excavated here at a cost of Rs. 2000/- for the purp purpose.

(c) Repair facilities:- Nil, near at hand except some petty work shops at Davangere.

Vll. Communication:-

(a) Railway:- Davangere is a Raileay Station on M.& S.M. Railway from Poona to Bangalore.

(b) Road:- State Fund metalled road from Bangalore to Dharwar and Poona is running near at the ground. Vide Topo/sheet Tracing appended

(c) Telegraph:- Davangere is also a Telegraphic Station.

Vlll. Meteoroligical:-

(a) Prevailing wind:- During Monsoons, wind blows North East West and South East and at other times the wind blows right east or west.

(b) Season for rain, Dust- storm etc. Scanty rain fall from April to Novr. and heavy wind from May to July.

(c) Other Meteoroligical data:- Nil.

lX. Local Authority:-

(a) Civil:- The Amildar of Davangere under the Control of the Deputy Commissioner Chitaldrug (a distance of 26 miles).

(b) Military:- Nil.

X. Arrangements for guards at nights under peace conditions:- The village patel under the contro of the Amildar at Davangere will do the needful on application.

Xl. General Remarks:- The land proposed is under privat holding and cultivated with dry crops. It is just to the South of Bangalore - Dharwar - Poona Road and close to the village of Hebbal Vide Plans enclosed.

XII. Map showing ground and vicinity on 1", ½" or ¼" scales:- A tracing from Topo sheet No. 48 (old) is appended. Scale 1" = 1Mi

XIII. Large scale plan of ground nearly 6" to 1 mile.:- The tracing from Village map is appended. Scale 8" = 1 mile.

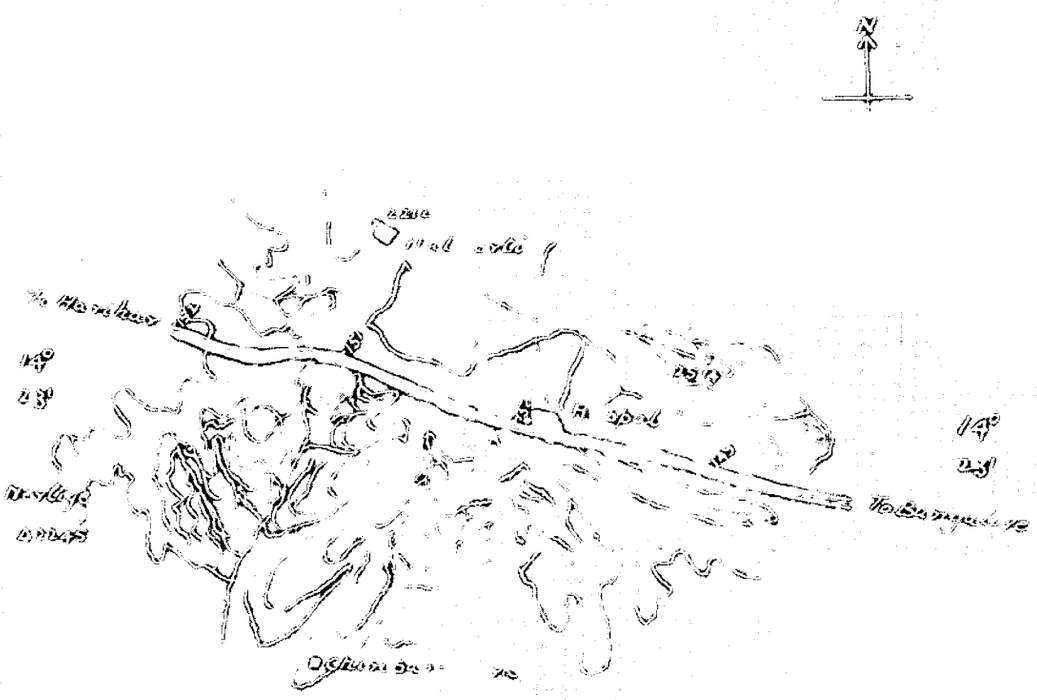
Station:- Davangere
dated. 4- 9-27.

Sd. Y.L. Chendra Sekharaiya,
Signature of Reporting Officer

A. Jandorie 6.9.27
Executive Engineer,
Chitaldrug Division.

R.K.P.

Above Plan is CHITALDRUG DT.
Reading from Topo sheet No 43 Showing the
possible Landing Ground Site on connection
with CIVIL AVIATION near Hebbal Village
Davangere Taj-
Scale 1 inch = 1 f.



REPORT ON THE LANDING GROUND PROPOSED IN CONNECTION WITH

THE CIVIL AVIATION CAMP at A N A G O D E.

---

1. Map reference:- Vide tracing from Topo Sheet No. 43 (old) appended.

11. Position:-

(a) Latitude:- 14 - 24'

(b) Longitude:- 76 - 5'

(c) Nearest Contonment Civil Station:- Nil.

Town etc, distance and direction from it. Davangere Town is ten miles to the west of the ground, and Anagode village, Travellers' Bungalow and Police Station are very near to the ground.

111. Description:-

(a) Dimensions in various direction:- 500 yards nearly from East to West and 800 yards North to South.

(b) Height above mean Sea level 2,150 feet nearly.

(c) Nature of Surface:- Gravelly soil mixed with kankur.

(d) Condition of surface:- Hard, and there are some scours to be filled in.

(e) Slope and drainage:- The ground slopes towards noth, East, West and gentle slopes towards South at edge, and the land will hav to be improved at a great cost.

(f) Possibilities of extension and work necessary. May be extended at a heavy cost as the ground will have to be prepared specially by filling in hollows and scours for the purpos by constructing retaining walls after cutting of toddy trees.

(g) Nature of air approaches:- Only some toddy trees and ro avenue trees will have to be r moved.

(h) Nature of surrounding country:- Same as above.

(i) Cost of making ground:- Rs. 6000/- for all works ne

(j) Cost of making any extension:- do

(k) Expected yearly cost of maintenance:- Rs. 600/- including Tools and Plant also.

1V. (a) Taking over or Acquisition:- Present classification of ground if Army Department land, or ownership if not Military Land:- Mostly Government waste, and partly under private holding being cultivated with dry crops.

(b) Willingness of Department or owner to part with the land:- May be acquired through th Government of Mysore.

(c) Cost of acquisition, rental etc.:- About Rs. 50/- per acre of xxx land.

V. Accommodation:-

(a) Machine:- Nil.
(b) Personal:- Available on application to the local authority
(c) Medical facilities:- Available at Davangere, distance of 10 miles.

Vl. Supplies:-

(a) Petrol and oil:- Available in sufficient quantities from the local Firms at Davangere.

(b) Water:- Will be available in Anagodu Tank for about 6 months, a separat well will have to be excavated in the valley close by at a cost of Rs. 3000/-

(c) Repair facilities:- Nil, except a few petty local work shops at Davangere.

Vll. Communications:-

(a) Railways:- Davangere is a Railway Station on M.&. S.M. Railway from Poona to Bangalore.

(b) Road:- The State Fund metalled Road named Bangalore- Dharwar-Poona Road is pasing near at hand Vide Topo. Sheet tracing appended.

(c) Telegraph:- Davangere is a Telegraphic Station.

Vlll. Metreological:-

(a) Prevailing wind:- During Monsoon, wind blows North-West and South-West, and at other times, the wind blows right east or West.

(b) Season for rain, dust storm etc:- April to November (scanty rain fall) and there will be also heavy wind from May to ~~July~~.

(c) Other Meteorological data:- Nil.

lX. Local Authority:-

(a) Civil:- The Amildar of Davangere under the control of the Deputy Commissioner Chitaldrug.

(b) Military;- Nil.

X. Arrangements for Guards at night under peace condition:- The adjoining village Patel and the Police at Anogodu.

XI. General Remarks:- Major portion of the proposed gr is of Government waste and is also named after Military camping ground. The other portions now being cultivated as dry will h have to be acquired at a cost of about Rs.5 per acre. The area being undulating, the cost of preparing ground will be rather high.

XII. Map showing ground and vicinity on 1", ½" or ¼" scales:- One Topo sheet tracing is appended. Scale 1"= 1 mile.

XIII. Large scale plan of ground normally 6" to 1 mile:- One tracing from Village map is appende Scale 8" = 1 mile.

Station:-
Dated 4-9-27

Sd. Y.L. Chendrasekharaiya,

Sub Division Officer,
No. 4 Sub Division,
P.W.D. Davangere.

A. Jamdoni Rao
6-9-27

Executive Engineer,
Chitaldrug Division.

R.K.P.

Chitaldrug Dt.

Mysore State

Tracing from Topo sheet No 43 Showing the possible Landing ground Site in Connection with CIVIL AVIATION near Anagod

Davangere Tq

8.

76°

Scale 1 MILE = 1"

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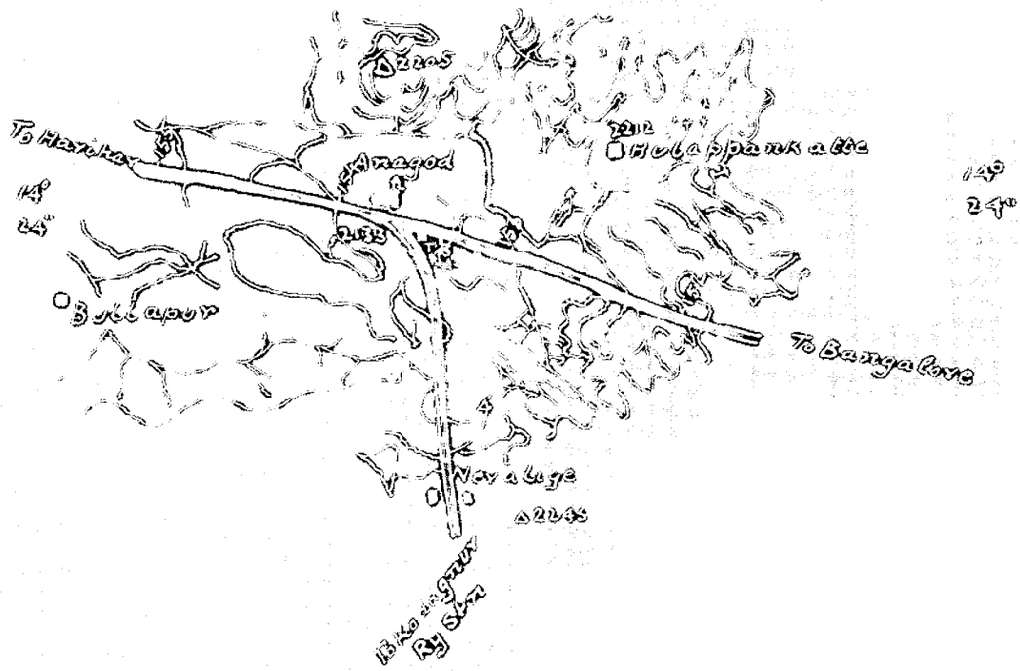
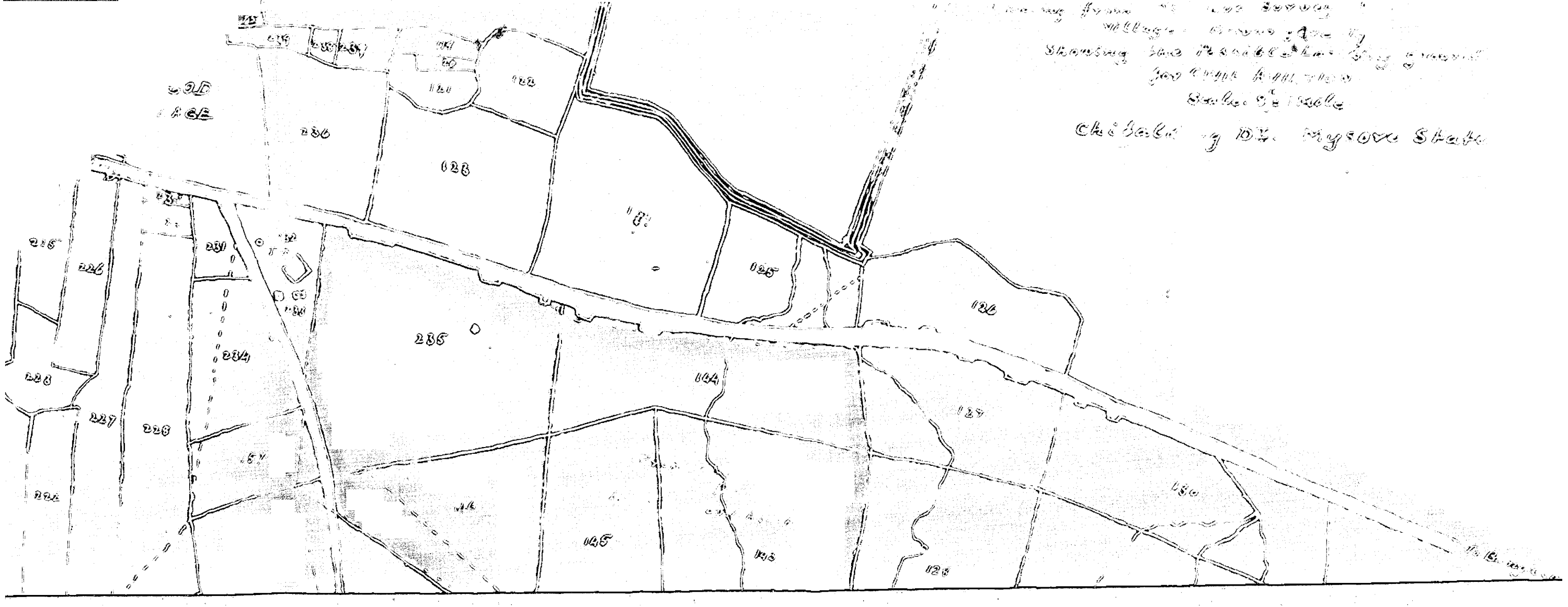


76° 5'

Sub-Divisional Officer

P.W.D. Davangere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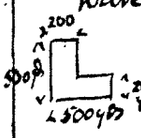
Annexure III.

Landing report form No. 1. Landing groun

1.	Map reference.	A tracing (extracted) f... Revenue Survey map showing the two camp-ing grounds to the North and West of the Sira Travellers Bungalow is sent herewith. The camping ground to the North of the - - - Travellers' Bungalow is better suit-ed for the purpose. It is bound-ed on the West by the Sira - Anara-pur road while on the other two sides it is bounded by cultivable dry land. An enlarged plan 100' to 1" of this camping ground is attached.
2.	Positio n.	
	(a) Latitude.	73°-44'-51"
	(b) Longitude.	76°-56'-25"
	(c) Nearest contonment, Civil station, Town etc., and distance and direction from it.	Within a furlong to the North West of Sira town, head quarters of Sira taluk, in Tumkur District.
3.	Description.	
	(a) Dimensions in various directions.-	This is given in the accompanying enlarged plan. The situation admits of a rectangular shaped avia-tion ground being formed the longer side being north to south of 500 yds length, while the shorter of nearly 200 yds., along East to West and this would necessitate an acquisi-tion of the private cultivable land of about 5 acres at the North West end. If some of the "Nullas" are filled in, the length from West to East can be ~~easily~~ increased to about 250 yds.,
	(b) Height above Mean Sea level.	It is about 2170' above M.S.L., The - - trignometrical station B. M. at the Travellers' Bungalow close-by is 2177' above M. S. L.,
	(c) Nature of surface.	Good gravelly soil.
	(d) Condition of surface.	Not likely to rut. There are small - - "Nullas" formed by surface drainage water in the middle running diago-nally to the ground.

P. T. O.

tinued)

(e) Slopes and drainage.	The ground slopes towards East and North and the small surface drainage "Nulla" runs diagonally to the ground. A block plan with levels is attached and contours for every 2' are roughly marked thereon showing the general slope of the ground. The ground admits of being improved by filling up the small "Nullas",
(F) Possibilites of extension and work necessary.	The ground can be extended towards the East and ~~and North~~ so as to get 500 yds., along both the sides North to South and East to West and 200 yds wide by acquiring the private dry lands and filling up the "nullas". There are no buildings or roads in this portion or any big trees worth mentioning. 
(g) Nature of air approaches.	The Travellers' Bungalow buildings are to the South of the ground. The position and heights from the ground of the several buildings are noted on the plan There are trees along the Southern and Western margin of the grounds and they vary in height from 25 to 50' They can all be removed if required. The trees at the Western margin are the avenue trees of Sira - Amarapur road.
(h) Nature of surround country.	The surrounding country is fairly open.
(j) Cost of making ground cost of making any extension.	The cost of making the grounds can probably be within Rs. 1,000/- If the "Nullas" are all to be filled up it may cost more. The adjoining private land can be got at about Rs. 100/- per acre.
(k) Expected yearly cost of maintenance.	Practically nothing.
Taking over or acquisition.	
(a) Present classification of ground if Army Department land or ownership if not Military land.	The camping ground is owned by Mysore Government.
(b) Willingness of Department or owner to part with the land.	The adjoining private dry lands can be easily acquired at about Rs 100
(c) Cost of acquisition. rental etc.	an acre as noted above.

5. **Accommodation.**	
(a) Machine.	N i l.
(b) Personal.	There is a good Travellers' Bungalow (II) class close by, with suite of rooms for two, with kitchen, motor garage and stables and good service.
(c) Medical facilities.	There is a local fund Dispensary near by, in charge of a Sub Assistant Surgeon while the Civil Hospital in charge of Civil surgeon is in Tumkur 33 miles away.
6. **Supplies.**	
(a) Petrol and oil.	Petrol and oil are available at Tumkur 33 miles from the place connected by a good metalled road and there, there are Sub Agents of "B.O.C." and "Shell" petrol ~~at Tumkur~~.
(b) Water.	Water has to be got only from wells One in the camping ground close to the Northern margin and the other about a furlong to the South West as shown on the Revenue Survey plan.
(b) Repair facilities.	None in Sira, nearest workshop is in Bangalore.
7. **Communications.**	
(a) Railway.	Tumkur Railway station is 33 miles from Sira connected by a good metalled road.
(b) Road.	The camping ground is quite close to the provincial road going to Tumkur and the Sira - Amarapur road runs to the West of the camping ground. The road is fit for heavy lorries and cars.
(c) Telegraph.	The Sira Telegraph office is within two furlongs.
~~(i)~~ 8. **Meteorological.**	
(a) Prevailing wind.	The prevailing winds are the North-east and South-west.

continued)

r rain, dust etc.	It generally rains from May to November. The average rain fall is 19.75 inches, the rains from April to September in the South-west monsoon are generally heavier and are nearly twice as much as those precipitating in the period from October to March i.e., North-east monsoon.
(b) Other meteorological data.	None in particular.
9. Local authority.	
(a) C i v i l.	The Amildar at Sira and the Deputy Commissioner at Tumkur are the local authorities.
(b) M i l i t a r y.	N o n e.
10. Arrangements for guard at night under peace conditions.	The Amildar and the Deputy Commissioner.

Executive Engineer,
Tumkur Division.

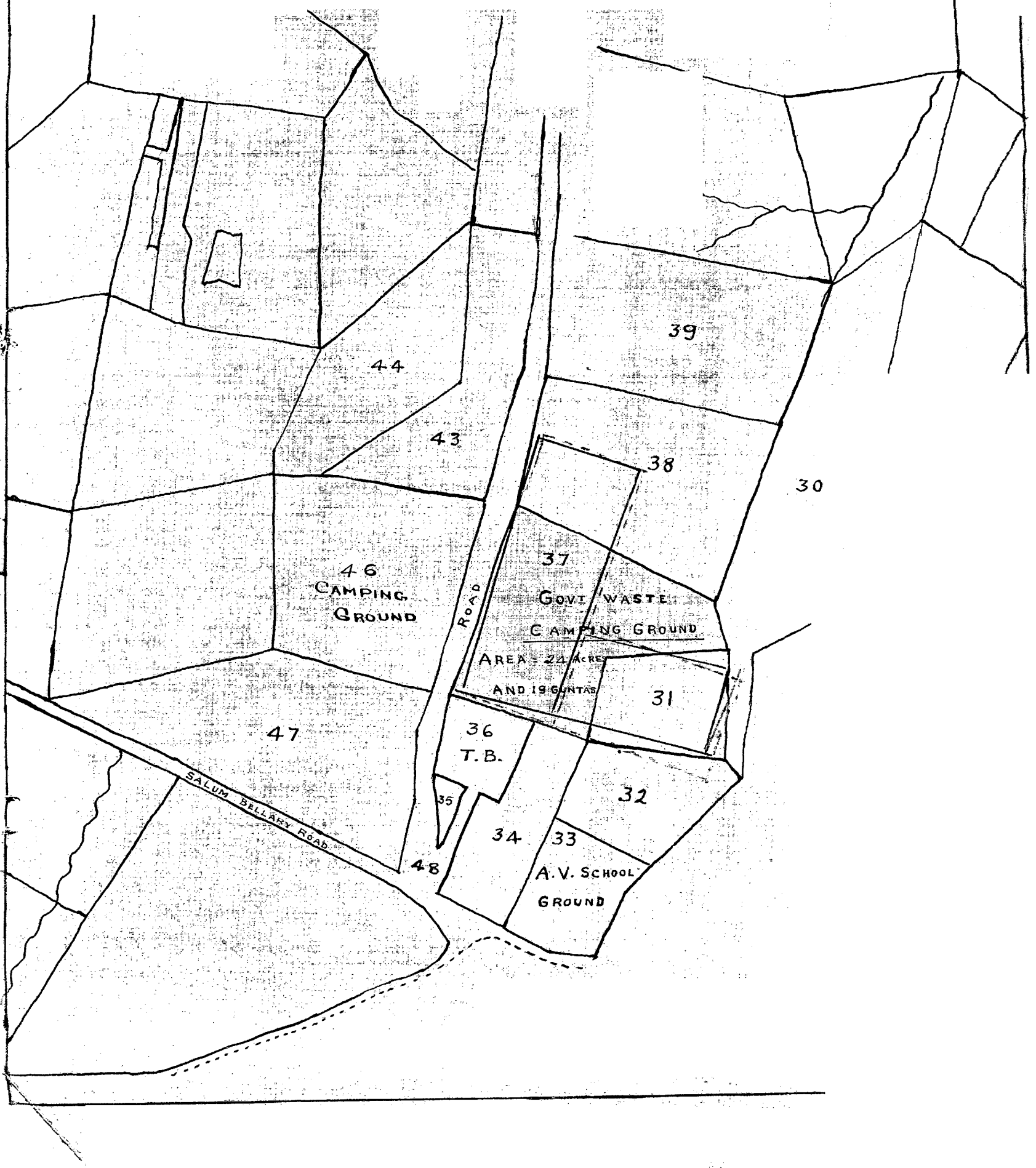
Camp - Pavagada,
16th September '27.

- - - - - - - - - -

TRACING FROM THE REVENUE SURVEY MAP OF

KALKOTE VILLAGE, KASABA HOBLI, SIRA TALUK.

SCALE 660' = 1"



Locate

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ON LANDING GROUND PROPOSED

Camp at H A R I H A R.

1.	Map Reference :-	Vide Topo sheet Tracing(No. 23 old) appended
11.	Position:-	
(a)	Latitude:-	14 - 33' North Latitude.
(b)	Longitude:-	75 - 51' East Longitude.
(c)	Nearest Contonment:-	Nil.
	Civil Station:-	Nil.
	Town &c. and distance from it:-	Harihar Town is at a distance of one mi and half from the junction of Bangalore-Dharwar- Poona Road, passing in front of Harihar Sub Taluk Office.
111.	Description:-	
(a)	Dimensions in various directions:-	East to West about 2 furlongs, North South about 6 furlongs, comprising an a of about 120 acres.
(b)	Height above the Sea- level:-	1788 feet.
(c)	Nature of surface:-	Red soil mixed with sand and kankur.
(d)	Condition of surface and slope and drainage:-	Fairly hard and flat. Gentle sl on three sides, and natural draina can be improved well.
(e)	Facility of extension and work necessary:-	May be extended towards west af acquiring the land at a very high and also with heavy cost of prep
(f)	Nature of air approaches:-	Nil, except a few tress and there and a cemetry with compound wall existing at Nor boundary and a small one at side near Harihar- Hapapanal
(g)	Nature of surrounding country:-	Plain and open and bo river Tunga Bhadra at West Vide Topo Sheet Tracing ap
(h)	Cost of making ground:-	About Rs. 2000/- for necessary.
(i)	Cost of making any extension:-	About Rs. 16,000/-
(j)	Expected yearly cost of maintenance:-	About Rs. 500/- inc Tools and Plant &c.
1V.	Taking over or Acquisition:-	
(a)	Present classification of ground:-	Private land being with dry crops.

	Departmental land and or is the ownership in private land:-	Ownership rests with private persons.
	Willingness of Department owners to part with the land:-	The land is in private ownership and the owners are unwilling to part with the land. Compulsory acquisition proceedings will be necessary.
(d)	Cost of acquisition:-	May be about Rs. 250/- per acre.
V.	Accommodation:-	
(a)	Military.	Nil.
(b)	Personal	Available on requisition to the local authority.
(c)	Medical facilities:-	Available. There is a local Fund Dispensary at Harihar.
Vl.	Supplies:-	
(a)	Petrol and oil:-	Available at Davangere a distance of 10 miles where there are private local firms for supply
(b)	Water:-	No water near at hand. There is the Thunga Bhadra River running at a distance of about ¾ mile. There are also pumping stations to supply water through pipes, at Harihar Town from where the necessary pipe connection may be taken with application to the local authority.
(c)	Repairing facilities:-	There are Railway Work shops at Dharwar and Hubli and none at Harihar.
Vll.	Communications:-	
(a)	Road:-	Provincial and District Fund metalled roads are running near at hand. Vide Topo Sheet Tracing enclosed.
b)	Railway:-	Harihar is a Railway Station on M & S.M. Railway from Poona to Bangalore.
)	Telegraph:-	Harihar is also a Telegraphic Station.
	Meteorological:-	
(a)	Prevailing wind:-	During monsoons wind blows North West and South West and at other times it blows right East or West.
(b)	Season for rain, dust storm &c.:-	From April to November scanty rain fall and heavy wind blows from April to July.
(c)	Other Meteorological data:-	Nil.

IX. Local Authority:-

(a) Civil:- The Deputy Amildar
Control of the Deputy
Chitaldrug (a distance of forty miles

(b) Military:- Nil.

X. Arrangements for guard at nights under peace conditions:- The patel of the adjoining village with villagers and the Sub Taluk Police have to guard the station.

XI. General Remarks:- The land now proposed is the one which was formerly a Military Camping ground. It contains a cemetry of the deceased Military men and their family and child -ren. The land is now under private holding.

XII. Map showing the ground and vicinity on a scale of one mile to an inch:- A tracing from Topo Sheet No. 23 is appended. Scale 1" = 1 mile.

XIII. Large scale plan of ground (nearly 6" = 1 mile) A tracing from Revenue Survey Map of the Village is appended. Scale 8" = 1 mile.

Station:- Davangere.
Dated 4- 9-27.

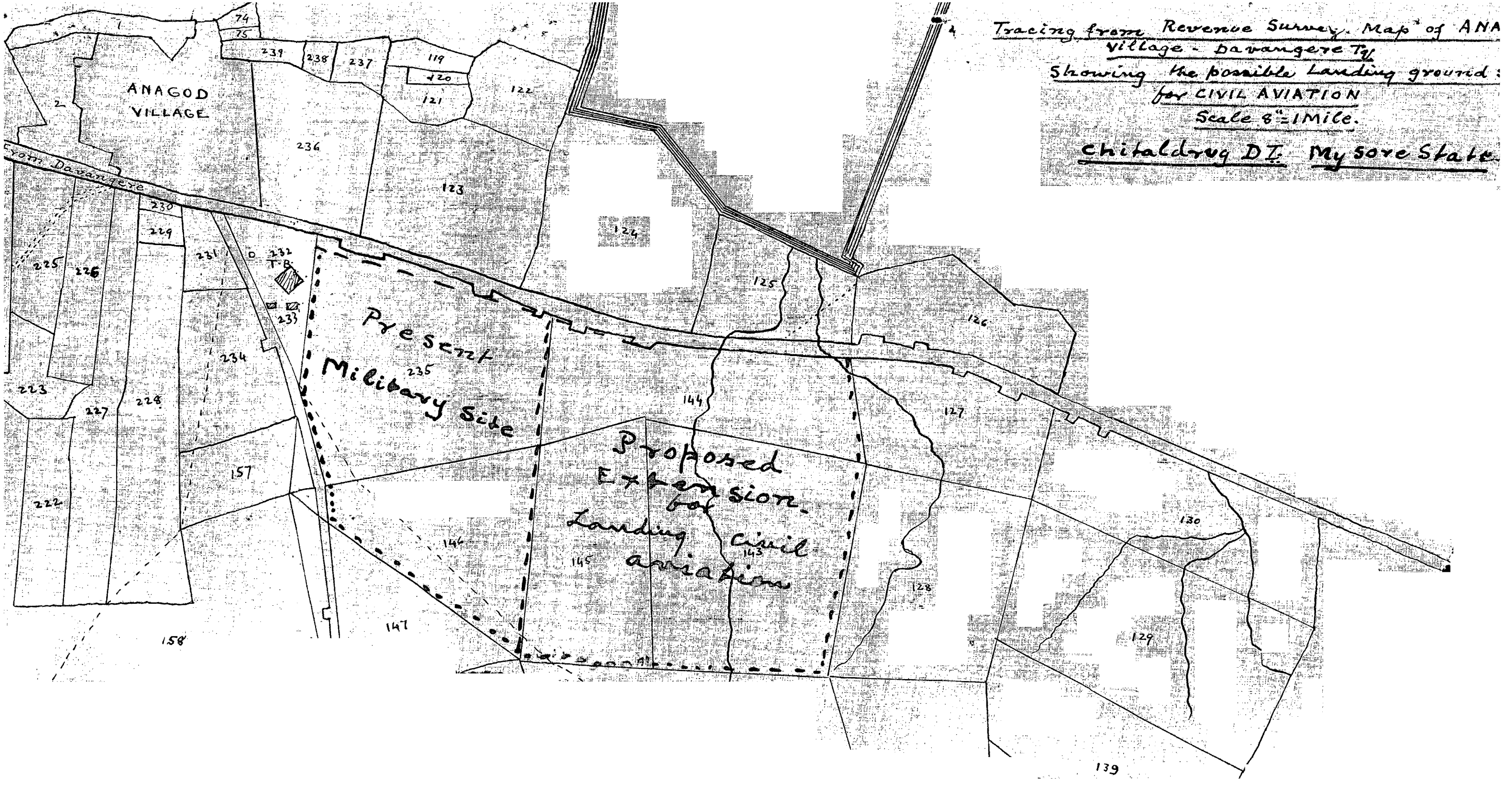
Sd. Y.L. Chendra Sekharaiya

Signature of the Reporting officer, and No. 4 Sub Division Officer, P.W.

A. Jamdoni Rao
6.9.27

Executive Engineer,
Chitaldrug Division.

R.K.P.


Tracing from Revenue Survey Map of ANA
Village - Davangere Tq
Showing the possible Landing ground
for CIVIL AVIATION
Scale 8"=1Mile.
Chitaldrug D.T. Mysore State
ANAGOD
VILLAGE
From Davangere
Present
Military Site
Proposed
Extension
for
Landing Civil
aviation
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Tracing from Revenue Survey Maps of Hebbal
Village - Davangere Tq.
Showing the possible Landing ground Site
for CIVIL AVIATION
Scale 8" = 1 mile.
Chitaldrug Dt Mysore State.